

an internal combustion engine for heating intake air flowing along an intake air flow path to multiple engine cylinders, comprising:

A<sub>1</sub> a heater frame member for attachment to the cylinder head, said frame member including a flange portion (for compressive positioning) adjacent the cylinder head mounting surface; and

a heating element connected to said heater frame member for heating the intake air, wherein said heating element is positioned within the integral intake air manifold formed in the cylinder head when the air heater is mounted on the engine.

2. (Amended) The intake air heater of claim 1, wherein said [frame member further includes a] flange portion is positioned substantially in a single mounting plane, said heating element positioned on one side of said mounting plane along said intake air flow path downstream of said flange portion.

Claim 6, line 8, after "manifold" insert --chamber--.

Claim 7, line 3, change second occurrence of "top" to --bottom--.

Sub D2  
A<sub>2</sub> 15. (Amended) An intake air delivery assembly for delivering intake air along an intake air flow path to multiple cylinders of an internal combustion engine having an engine block, comprising:

a cylinder head mounted on the engine block including an integral intake manifold chamber formed therein for delivering intake air to the multiple cylinders, said cylinder head including a first surface for engaging said cylinder block and a second surface formed opposite said first surface;

an air delivery conduit mounted on said cylinder head adjacent said second surface, said delivery conduit defining an air delivery passage communicating with said integral intake manifold chamber; and

an intake air heater means mounted along the intake air flow path, said intake air heater means including a heating element positioned in one of said integral manifold chamber and said delivery conduit, and a heater frame member for supporting said heating element, said frame member including a flange portion compressively positioned [in compressive abutting relationship] between said air delivery conduit and said second surface of said cylinder head, said flange portion having a predetermined minimal thickness for minimizing the distance between said air delivery conduit and said [top] second surface of said cylinder head.

Claim 19, line 3, change "second" to --top--.

#### REMARKS

The above amendment with the following remarks is submitted to be fully responsive to the Official Action of November 15, 1996. Reconsideration of this application in light of the amendment and the allowance of this application are respectfully requested.

The drawings stand objected to as failing to comply with 37 C.F.R. 1.84(p)(5) because Figures 2 and 3 include reference numerals not mentioned in the description. However, the specification does in fact include a discussion on pages 9 and 10 which refers to the reference numbers indicated by the Examiner as being missing. Therefore, it is believed that this objection has been overcome.

The drawings also stand objected to under 37 C.F.R. 1.83(a) for failing to show several components discussed in the specification. However, the elongated